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		CLASSIFICATION SECRET-CONTROL/US OFFICIALS CALLY	25X1A
COUNTRY	·	oviet Zone of Germany REPORT NO	23/1/
TOPIC	u maraba z i	elzow Airfield	an and
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EVALUATI 5X1A	ON_	PLACE OBTAINED25X1A	
DATE OF		31 July 1950	
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REFEREN PAGES		3 ENCLOSURES (No. & TYPE) 1 - sketch on ditto	
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SOURCE			
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25X1X 25X1C		engine plane. field. (2)	in (1) itially ha, a fire he was no bound twin- en at the
1		The landing field was sodded. There were no hangars. The old a revetments in the northern, western and southern sections of the empty. The approaches around the field were guarded by sentries was no railroad connection. Some cantonment buildings were in on the eastern edge of the field. A radio mast was supported by on the roof of a cantonment building. Searchlights or AA gun emwere not seen.	. There n the woods guy-wires
X1)	3.	The field was occupied by 34 twin-engine planes and 6 biplanes b May and 17 June 1950. (1) The twin-engine planes had in-line en extended almost as far as nose of fuselage, double rudder assemb lage protruding beyond the tail, cockpit in line with trailing e wings, machine gun protruding beyond rear section of cockpit, and from cockpit to tail unit, and two cannons in each wing.	lies, fuse- dge of
	4.	A German employed with the unit said that meals were prepared da 1,000 soldiers and about 200 officers, the latter taking their m separate cantonment building. (3) The soldiers and junior serge black-bordered, light blue epaulets, most of them with crossed p insignia but some with radio operator insignia. A colonel was C Eighty percent of the soldiers were decorations. The officers were between 20 and 25 years of age. Only some of the officers were private houses in Welzow, while the remaining troops were quarte	ants wore ropellor O of the unit. nd be were billeted in

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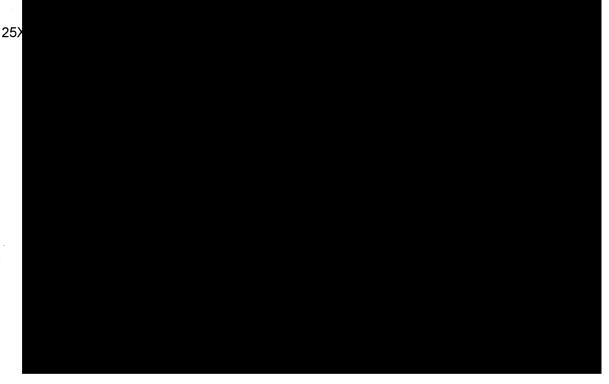
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cantonment buildings at the field. The unit arrived from the Finsterwalde (N 52/A 15) sirfield in early April 1950 because of expansion work being done there. (4) The higher headquarters of the unit was stationed in Finsterwalde (5) High-ranking officers came from there every two weeks for inspections. Food was also supplied from Finsterwalde. It was deduced from markings on tank cars that aircraft fuel came from the Leuna or Braing plants. (6)

- 5. There was no large-scale flying activity between 27 May and 17 June 1950. A twin-engine plane took off every day about 11 a.m., headed in the direction of Cottbus and sometimes did not return until the following morning. The weather was fair between 10:30 p.m. and 1 a.m. at the night of 14 June 1950 and two-seat biplanes made local flights. The crew was changed after each landing. A searchlight was in operation during the landings. The runway was marked by red lamps. The planes were refueled from tank trucks which hauled the fuel from railroad tank cars at the Welzow milroad station. (7)
- 6. From 120 to 130 soldiers wearing black-bordered, blue epaulets and radio insignia passed the field guard on 10 June 1950. They were escorted to the swimming pool by a sergeant. The EM were restricted to quarters. A patrol of two officers, one junior sergeant and an air force driver, all wearing red arm bands, patrolled the area in a jeep.



1 Annex: sketch.

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